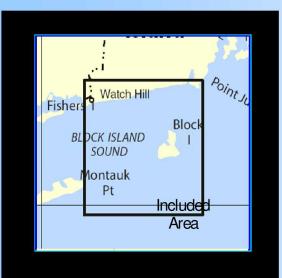
# **BookletChart**

# Block Island Sound - Pt Judith to Montauk Pt

(NOAA Chart 13215)



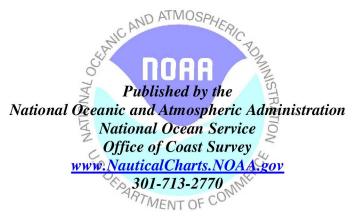
A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ☑ Convenient size
- ☑ Up to date with all Notices to Mariners
- ☑ United States Coast Pilot excerpts

✓ Compiled by NOAA, the nation's chartmaker.



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# What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

# What is a BookletChart $^{\text{\tiny TM}}$ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <a href="http://www.NauticalCharts.NOAA.gov">http://www.NauticalCharts.NOAA.gov</a>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

# **Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



# [Coast Pilot 2, Chapter 7 excerpts]

(3) **Block Island Sound** is a deep navigable waterway forming the eastern approach to Long Island Sound, Fishers Island Sound, and Gardiners Bay from the Atlantic Ocean. The sound is a link for waterborne commerce between Cape Cod and Long Island Sound. It has two entrances from the Atlantic; an eastern entrance from Rhode Island Sound between Block Island and Point Judith, and a southern entrance between Block Island and Montauk Point. The sound is connected with

Long Island Sound by The Race and other passages to the southwestward, and with Fishers Island Sound by several passages between rocky reefs from Watch Hill Point to East Point, Fishers Island. (4) The north shoreline of Block Island Sound and Fishers Island Sound from Point Judith to New London is generally rocky and broken with short stretches of sandy beach. Many inlets and harbors, especially in the

- vicinity of Fishers Island, afford harbors of refuge for vessels. Most of the rocks and shoals near the channels are marked with navigational aids. (5) The southern part of Block Island Sound is bounded by Block Island on the east, the eastern extremity of Long Island, and Gardiners Island on the west. Plum Island and Fishers Island are at the western end of the
- (7) Westward of Gardiners Island, enclosed between the northeastern and eastern ends of Long Island, are Gardiners Bay, Shelter Island Sound, Little Peconic Bay, and Great Peconic Bay. This area is well protected but generally shallow, and is not suited for deep-draft vessels. The shoreline is marked by many indentations and shallow harbors. These waters are much used by commercial fishing vessels and small pleasure craft because of the protection afforded and the many anchorages.
- (8) **Block Island North Reef** is a sand shoal with depths of 14 feet or less extending 1 mile northward from **Sandy Point** at the north end of Block Island. The shoal should be avoided by all vessels; its depths change frequently, and its position is also subject to a slow change. It is practically steep-to on all sides, so that soundings alone cannot be depended on to clear it. A lighted bell buoy is 1.5 miles northward of the point.
- (9) **Southwest Ledge**, 5.5 miles west-southwestward of Block Island Southeast Light, has a least known depth of 21 feet and is marked on its southwest side by Southwest Ledge Lighted Bell Buoy 2. Rocky patches with least depths of 27 and 29 feet extend 1.5 miles northeastward from the ledge. The sea breaks on the shoaler places on the ledge in heavy weather
- (63) **Matunuck** is a summer resort about 3 miles west of Point Judith. Southwest of **Matunuck Point** is **Nebraska Shoal**, a patch of boulders covered 18 feet and marked by a buoy. The shoal is at the south end of broken ground, with depths less than 30 feet offshore; the water deepens abruptly around the patch.
- (64) **Charlestown Breachway**, 4.5 miles westward of Matunuck Point, is a narrow inlet which leads to **Ninigret Pond**, also known as **Charlestown Pond**, to the westward, and the village of **Charlestown** to the northward. In 1994, a reported depth of about 1½ feet could be taken in the inlet, with depths of about 3 to 6 feet inside. The southern part of Ninigret Pond is mostly mud flats. Local knowledge is required in entering and moving about inside. A small-craft facility is at Charlestown, and one is at the western end of Ninigret Pond; berths, gasoline, electricity, marine supplies, and launching ramps are at both facilities.
- (65) **Quonochontaug**, 10.8 miles westward of Point Judith, is a summer settlement at the outlet of **Quonochontaug Pond**. In July 1981, a reported depth of about 3 feet could be carried in **Quonochontaug Breachway**, with depths of 15 to 20 feet reported in the pond. Vessels favor the west side of the entrance to avoid rocks in the easterly half of the entrance.
- (66) Weekapaug Point, 12.5 miles west of Point Judith, is bold, rocky, and prominent from the southwest and southeast. Two stone jetties, 1,500 feet long, protect the entrance to Winnapaug Pond just westward of the point. In July 1981, a reported depth of about 5 feet could be carried in Weekapaug Breachway to the pond; vessels favor the west side of the breachway above the bridge. Reported depths in Winnapaug Pond vary from bare to 10 feet. There are numerous shoals and sandbars. Southerly winds cause breakers at the ends of the jetties; extreme caution is advised. The fixed bridge over the entrance has a clearance of 6 feet. (67) Old Reef, with a depth of 5 feet over it, is about 1.5 miles west of Weekapaug Point and about 0.5 mile offshore.

# **Table of Selected Chart Notes**

Pump-out facilities

Corrected through NM Dec. 19/09 Corrected through LNM Dec. 8/09

Mercator Projection Scale 1:40,000 at Lat. 41°12'

North American Datum of 1983 (World Geodetic System 1984)

SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

# CAUTION SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine ables and submarine pipeline and cable areas

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, draggling, or trawling.

Covered wells may be marked by lighted or runlighted buoys.

### NOTE D

Local ordinance enforced by the Harbormaster limits anchoring east of the dashed line.

### PLANE COORDINATE GRID (based on NAD 1927)

The Rhode Island State Grid is indicated on this chart at 10,000 foot intervals thus:

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

### NOTE C

Local ordinance enforced by the Harbormaster limits anchoring north of the dashed line.

# CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For defails see U.S. Coast Guard Light List.

# SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

# AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

# AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation

For Symbols and Abbreviations see Chart No. 1

# NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New London, CT KHB-47 Providence, RI WXJ-39 162.550 MHz

# HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

# HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.364\* northward and 1.777\* eastward to agree with bis chart. to agree with this chart.

Boundary lines of fish trap areas are shown

### NOTE 7

# NO-DISCHARGE ZONE, 40 CFR 140

NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, and oncord, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel\_sewage/.

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

# POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts noaa gov.

# SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, <u>United States Coast Pilot.</u>

COLREGS, 80.145 & 80.150 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

### NOTE X 158

NOTE X

Within the 12-naultical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Naultical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-naultical mile Natural Resource Boundary of the Guil coast of Florida, Texas, and Puerto Rico, and the Three Naultical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-naultical mile Contiguous Zone and the 200-naultical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification. to modification.

# PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Narragansett Bay and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within the area. Recommended traffic lanes have been established for the approaches to Narragansett Bay and Buzzards Bay. Use charts 12300 and 13218.

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

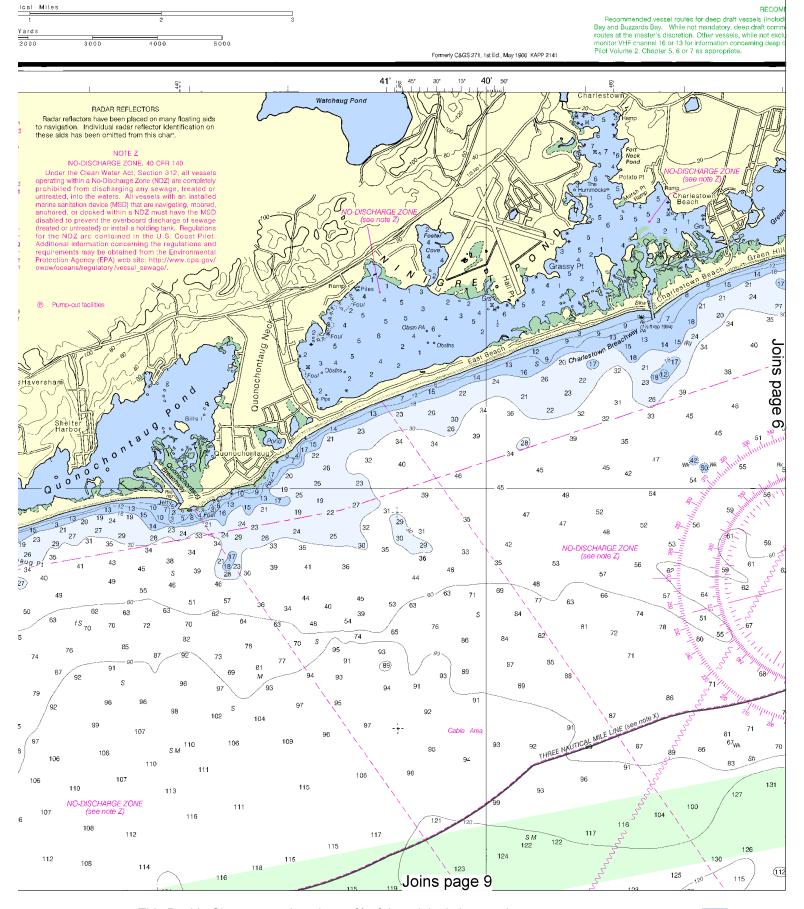
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

# TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)			
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	
Point Judith Watch Hill Point Block Island, Old Harbor Montauk Point	(41°22'N/71°29'W) (41°18'N/71°52'W) (41°10'N/71°33'W) (41°04'N/71°52'W)	2.9 3.2	feet 3.1 2.7 3.0 2.6	feet 0.1 0.1 0.1 0.1	

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.





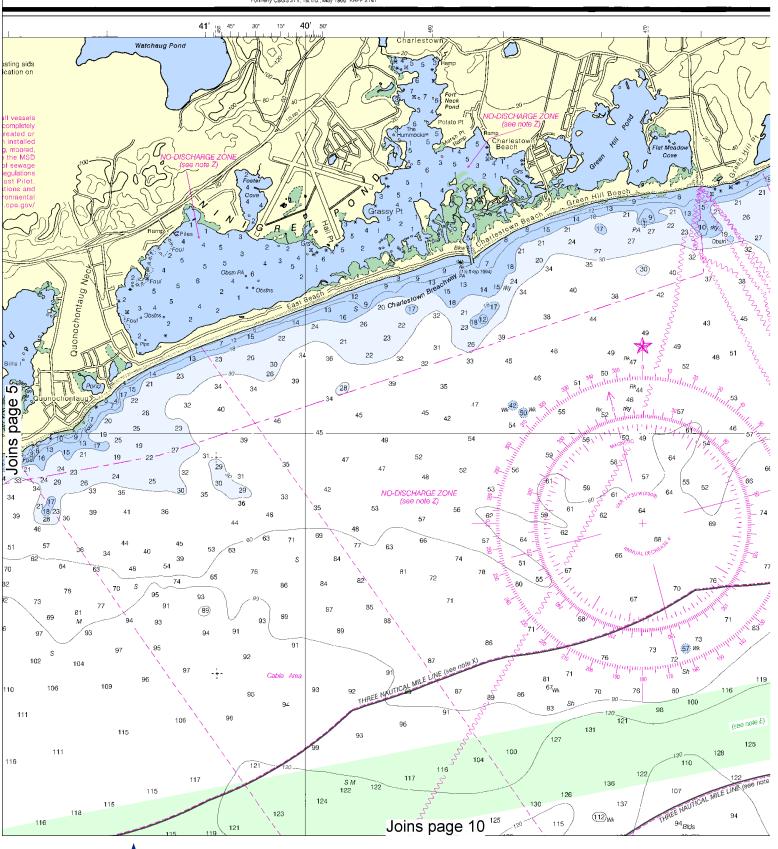
E 1:40,000

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

RECOMMENDED VESSEL ROUTE

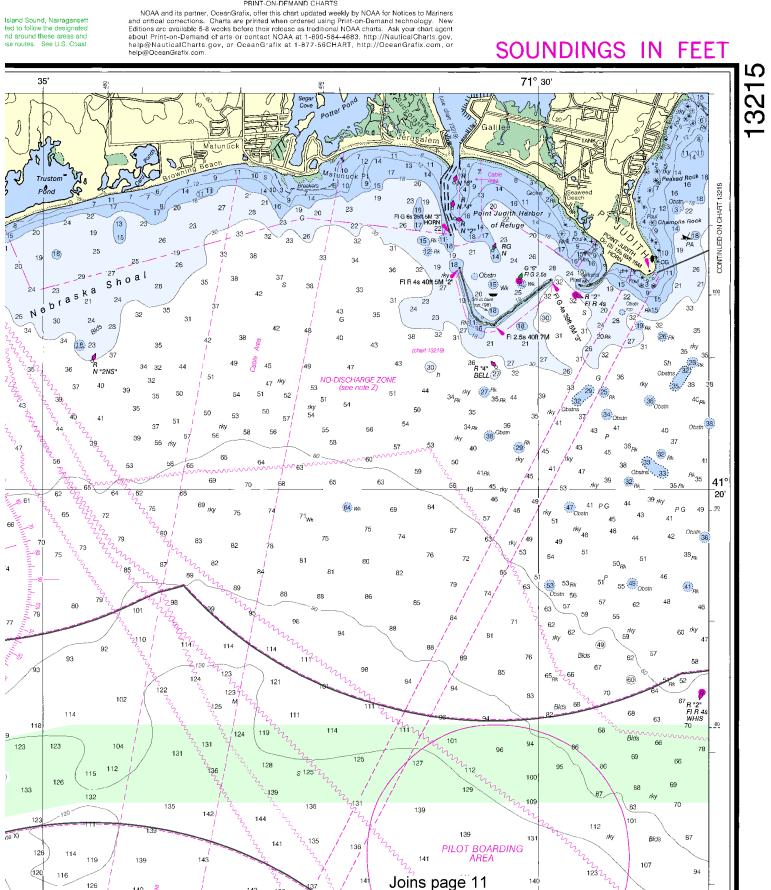
outes for deep draft vessels (including tugs and barges) entering a Bay and Buzzards Bay. While not mandatory, deep draft commercial vessels (including tugs and barges) are requester routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and

Formerly C&GS 271, 1st Ed., May 1966 KAPP 2141





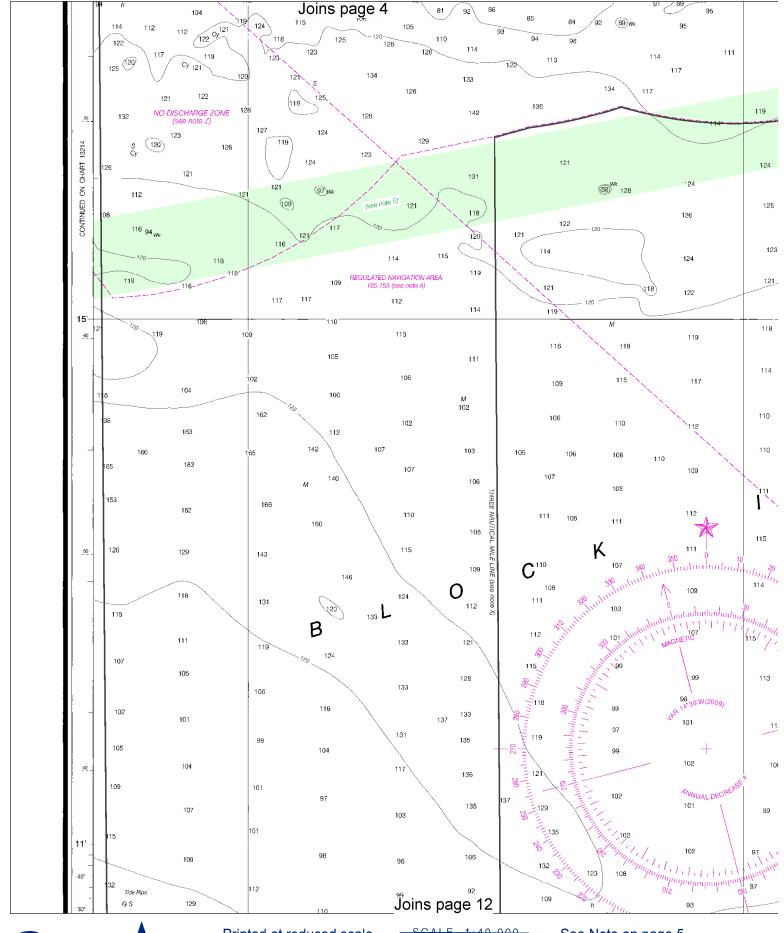




This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010, NGA Weekly Notice to Mariners: 0910 2/27/2010,

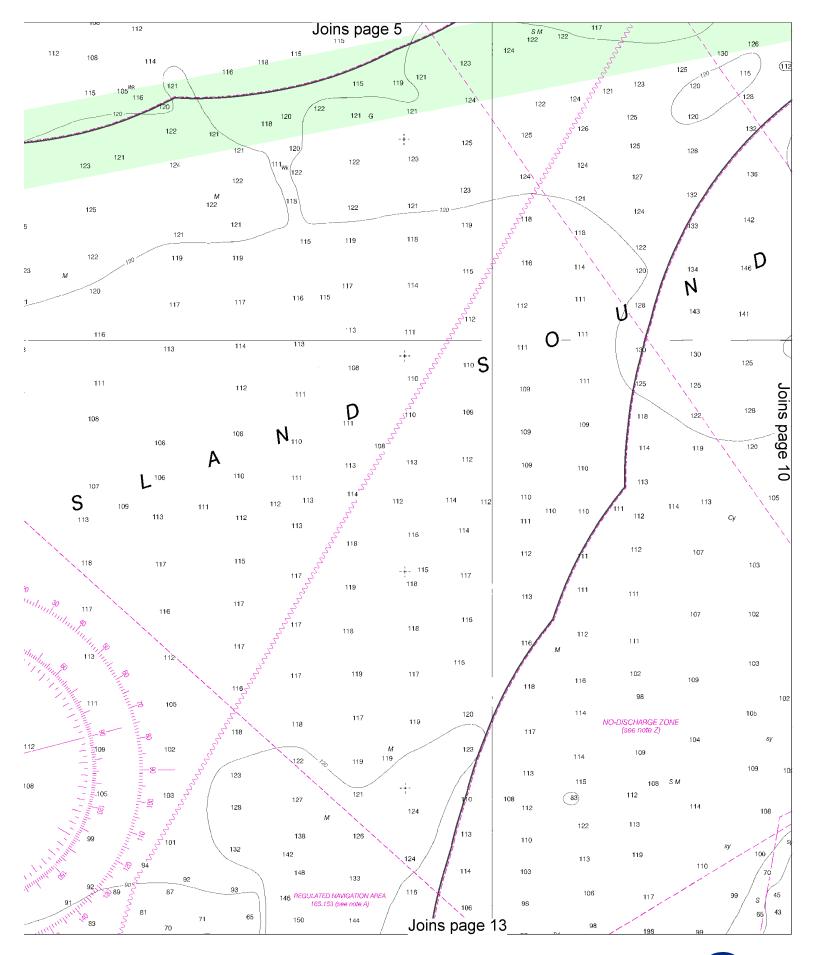
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

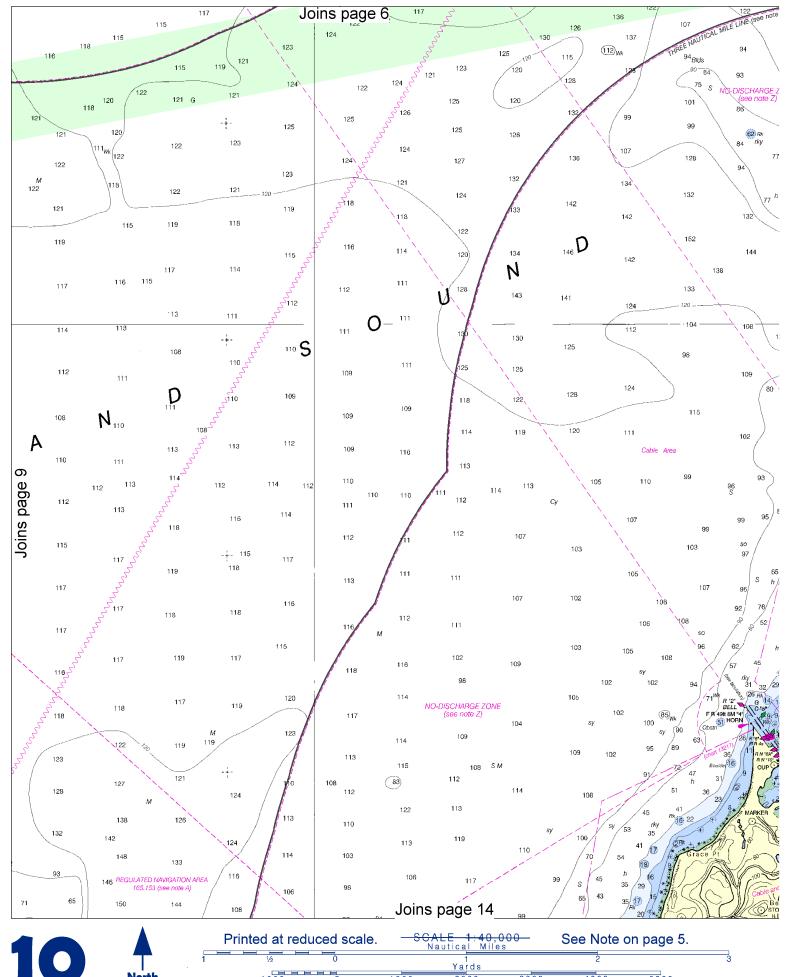




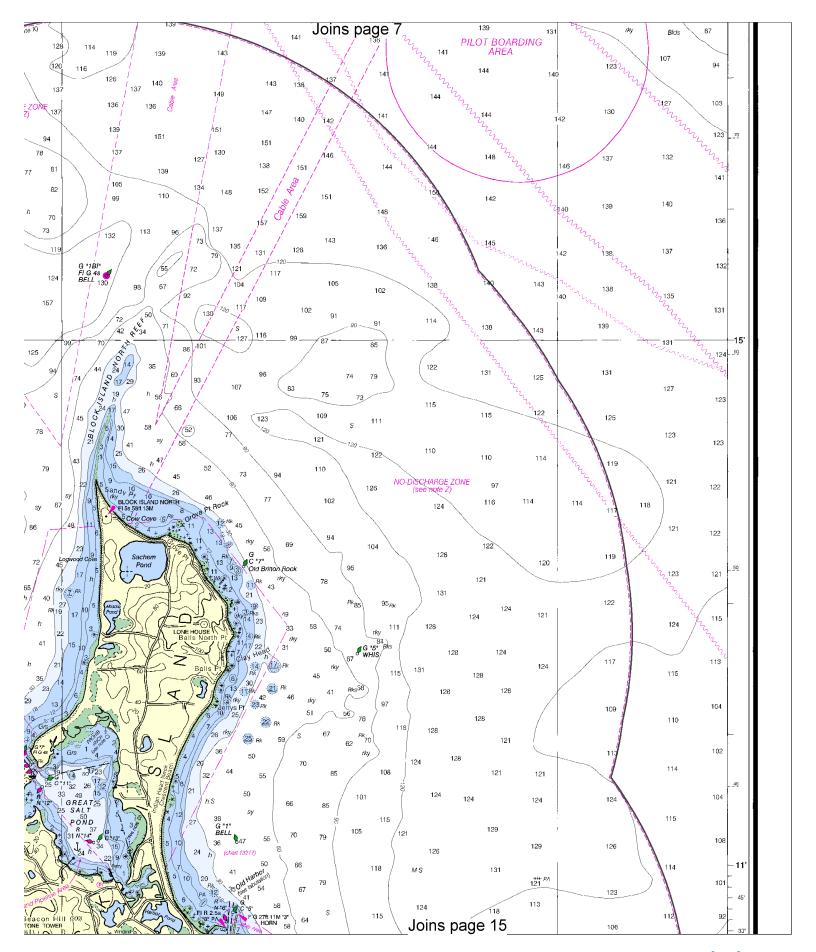


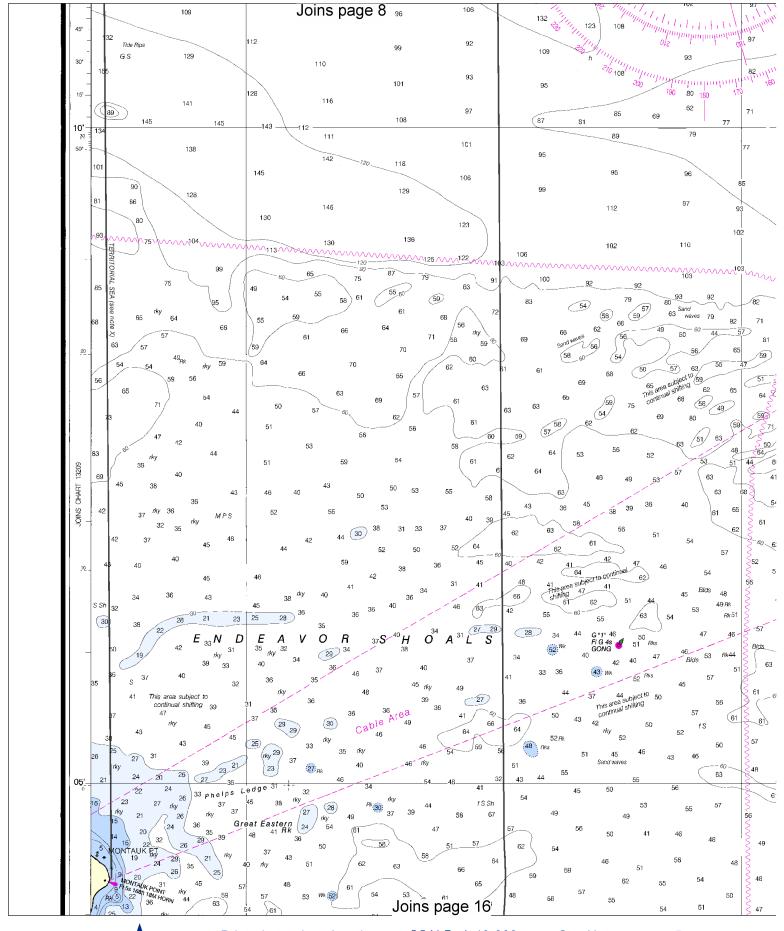






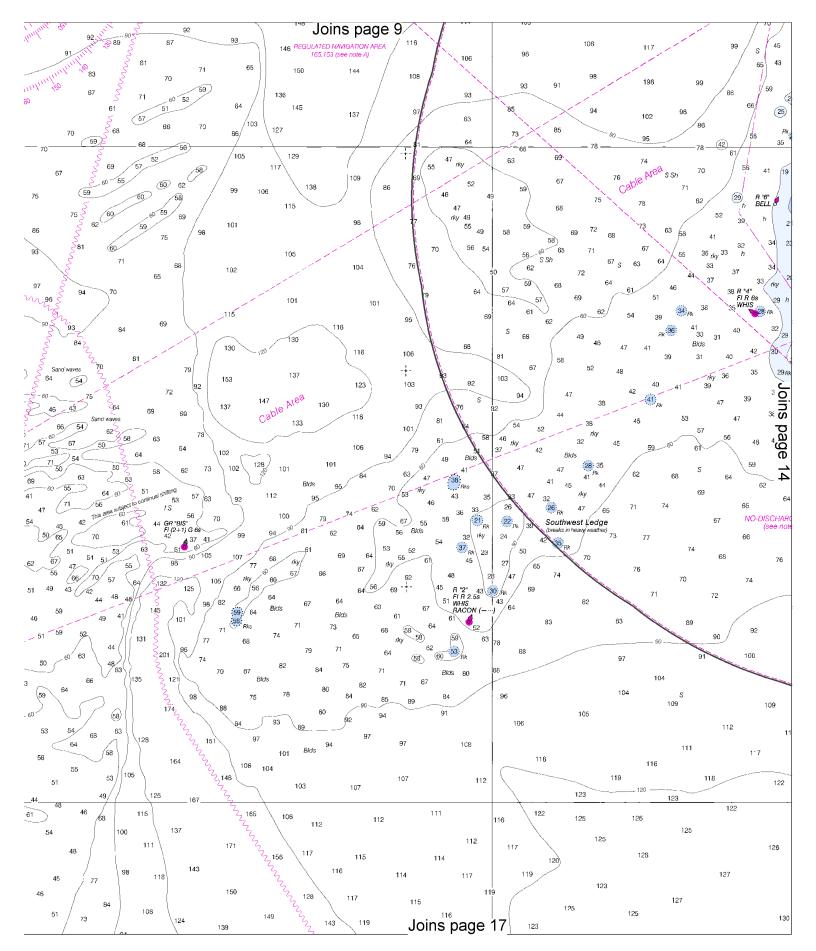


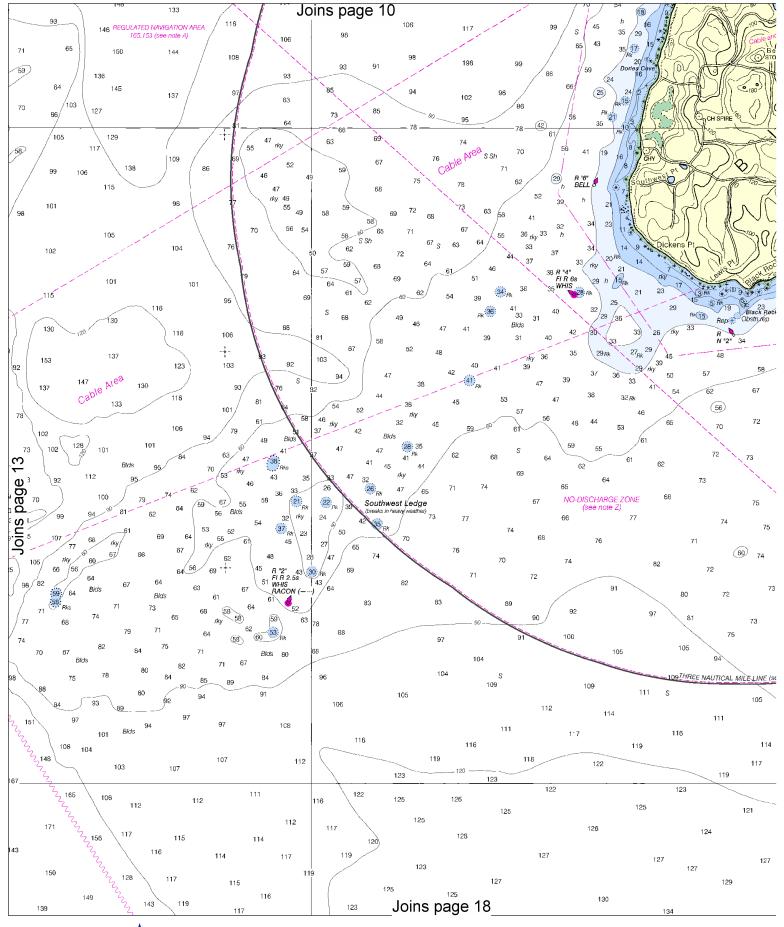






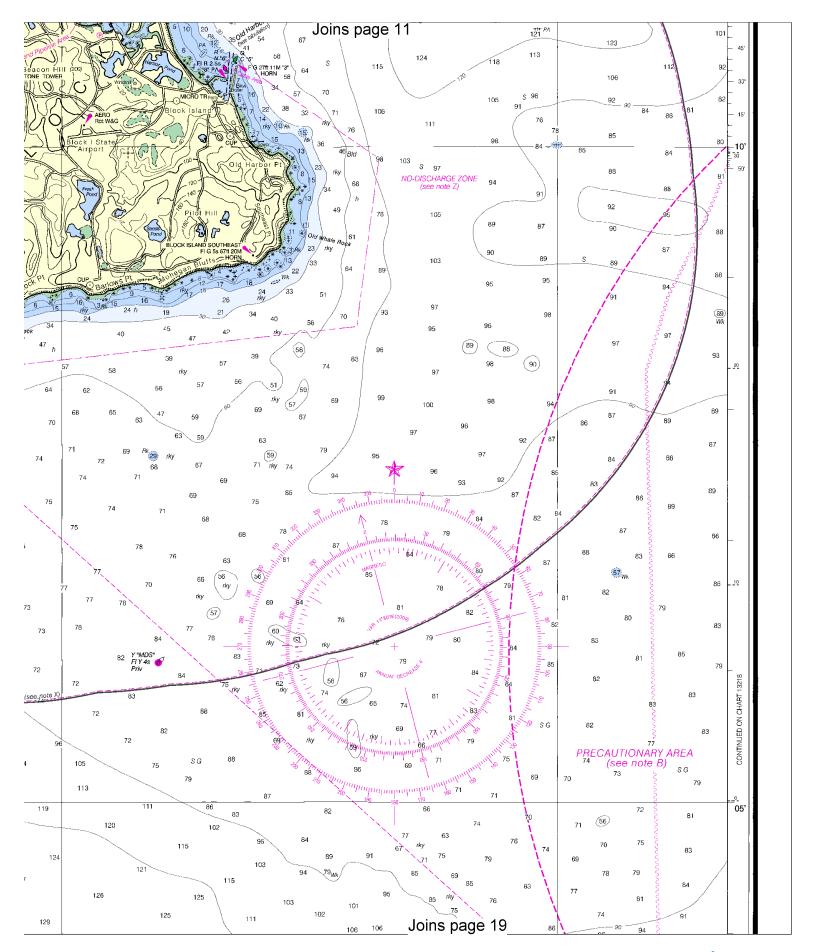


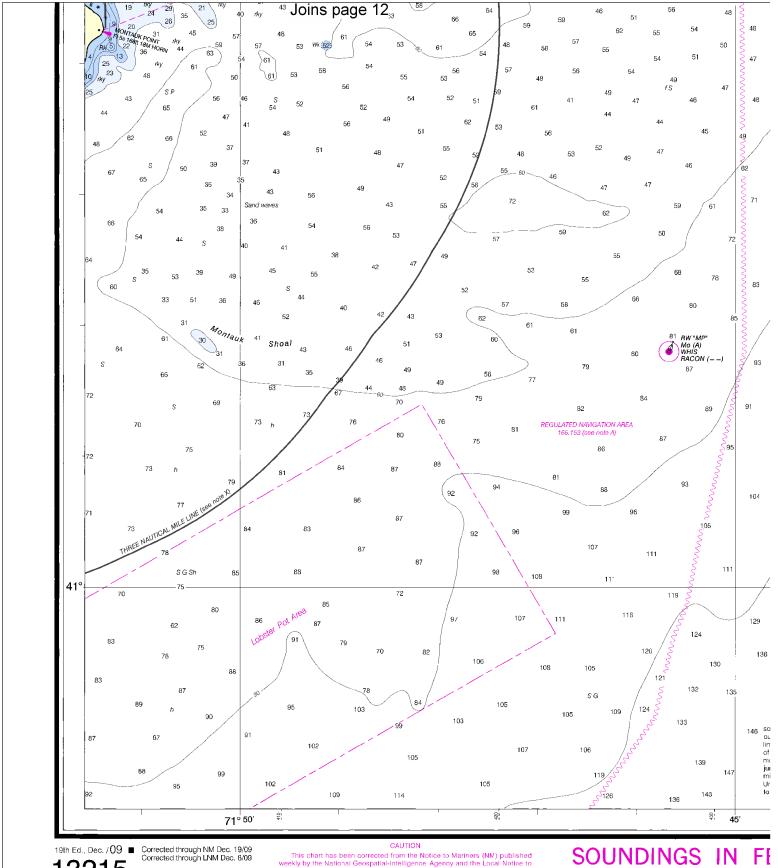










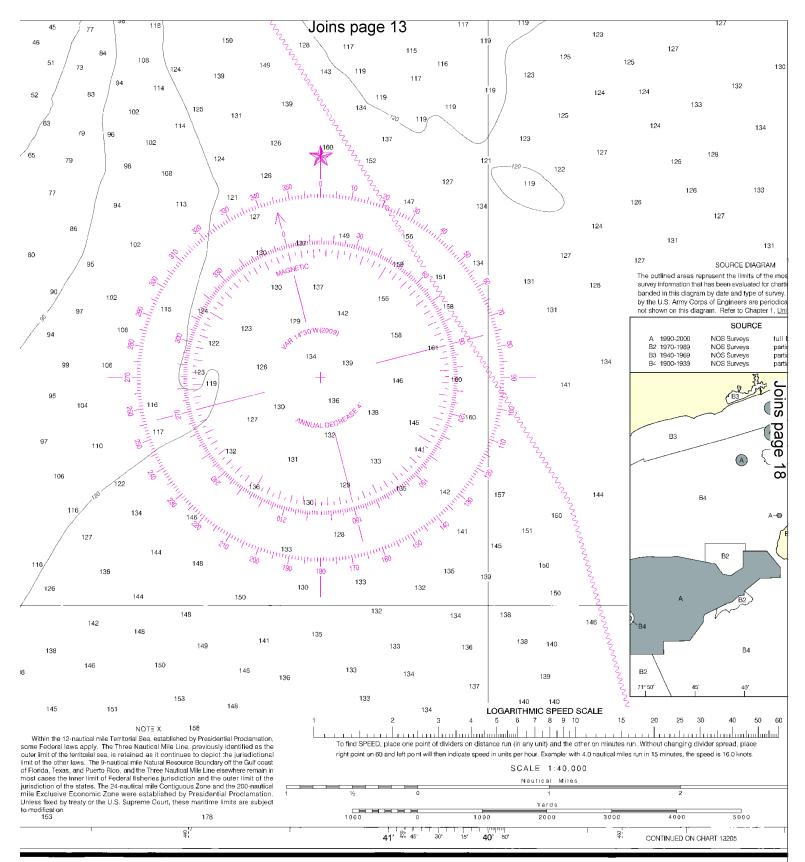


19th Ed., Dec. /09 **1** 

This chart has been corrected from the Notice to Mariners (NW) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the ower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.



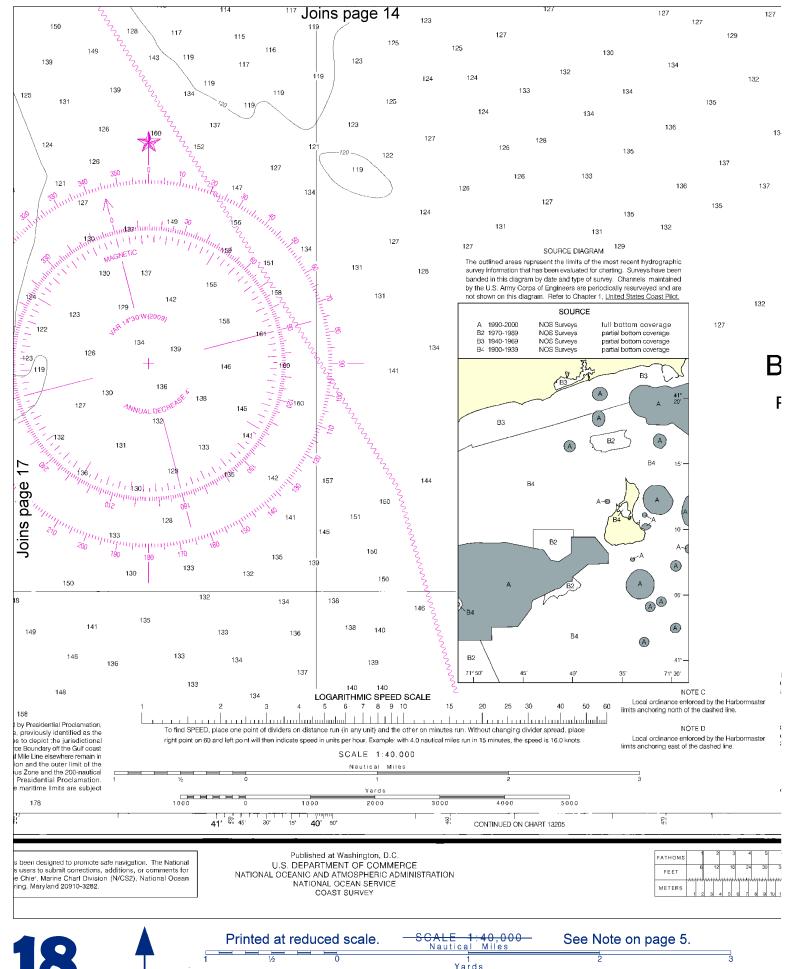




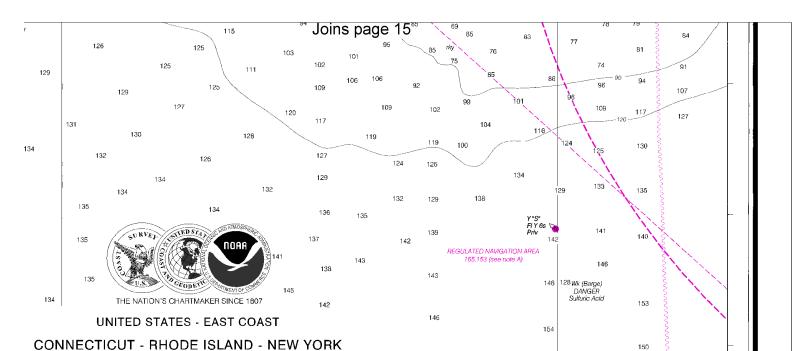
EET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marrie Charl Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY







# **3LOCK ISLAND SOUND**

# POINT JUDITH TO MONTAUK POINT

Mercator Projection Scale 1:40,000 at Lat. 41°12' North American Datum of 1983 (World Geodetic System 1984) SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov

# TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)			
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	
		feet	feet	feet	
Point Judith	(41°22'N/71°29'W)	3.4	3.1	0.1	
Watch Hill Point	(41°18'N/71°52'W)	2.9	2.7	0.1	
Block Island, Old Harbor	(41°10'N/71°33'W)	3.2	3.0	0.1	
Montauk Point	(41°04'N/71°52'W)	2.9	2.6	0.1	

tide prodictions, and tidal current prodictions are available on the internet from http://tidesandcurrents.neaa.gov. (Oct 2009)

# HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

# AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

### PLANE COORDINATE GRID (based on NAD 1927)

The Rhode Island State Grid is indicated on this chart at 10,000 foot intervals thus:  $-\frac{1}{4}$ 

The last three digits are omitted

# HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.364 northward and 1.777" eastward to agree with this chart.

# CALITION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges

# SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplementa information.

# NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New London, CT KHB-47 162,550 MHz WXJ-39 162.400 MHz

# FISH TRAP AREAS

Boundary lines of fish trap areas are shown

Submerged piling may exist in these areas.

### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

# CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

### CAUTION

Limitations on the use of radio signals as aids to marine nav gation can be found in the U.S. Coast Guard Light Lists and National Geospatial-intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(Accurate location) o(Approximate location)

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2009 AND SURVEYS TO JUN 2009							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MILLW)				PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE OUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE OUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
OLD HARBOR							
ENTRANCE TO BUOY 5	15.0	15.0	15.0	6-09	170	0.08	15
BUOY 5 TO BUOY 6	15.0	15.0	A15.0	6-09	160	0.08	15
BUOY 6 TO END OF CHANNEL	B2.6	C12.6	D14.7	6-09	140	0.16	15
INNER HARBOR ANCHORAGE		E13.1		6 09	7.78	ACRES	15
BASIN		F6.5		6-09	0.92	ACRES	15
GREAT SALT POND ENTRANCE							
BUDY 2 TO BUOY 8	14.0	9.2	G6.1	6-09	150	0.28	18
BOUY 8 TO BUOY 10	16.3	7.6	+1.1	6-09	150	0.21	18

BLOCK ISLAND CHANNEL DEPTHS

154

156

- A EXCEPT FOR SHOALING TO 13.2 FEET WITHIN 5 FEET OF WEST CHANNEL LIMIT.

  8. EXCEPT FOR SHOALING TO 0.9 FEET WITHIN 10 FEET OF EAST CHANNEL LIMIT.

  C. EXCEPT FOR SHOALING TO 11.3 FEET WITHIN 5 FEET OF THE END OF THE CHANNEL.
- D. EXCEPT FOR SHOALING TO 6.1 FEET WITHIN 5 FEET OF THE END OF THE CHANNEL. E. EXCEPT FOR SHOALING TO 4.8 FEET WITHIN 35 FEET OF ANCHORAGE LIMITS; ENCROACHMENT BY FERRY DOCK,

- ELECTIFICATION TWO DOLPHINS OF FERRY LANDING.

  F. EXCEPT FOR SHOALING TO 2.9 FEET WITHIN 10 FEET OF EAST TURNING BASIN LIMIT.

  G. EXCEPT FOR SHOALING TO 2.9 FEET WITHIN 10 FEET OF CHANNEL LIMIT.

  NOTE CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ADOVE INFORMATION.

69 魯 35 71°30' 1142.6 X 814.4 mm



Block Island Sound, Point Judith to Montauk Point SOUNDINGS IN FEET - SCALE 1:40,000

13215

41°

# **EMERGENCY INFORMATION**

# VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

# Channel 16 – Emergency, distress and safety calls

to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

# **Distress Call Procedures**

- 1. Make sure radio is on.
- 2. Select Channel 16.
- 3. Press/Hold the transmit button.
- 4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- 6. Release transmit button.
- Wait for 10 seconds If no response Repeat MAYDAY Call.

# HAVE ALL PERSONS PUT ON LIFE JACKETS!!

**Mobile Phones** – Call 911 for water rescue.

Coast Guard Group Woods Hole SAR - 508-548-5151

Coast Guard Montauk – 631-668-2773 Coast Guard Point Judith – 401-783-3021 East Hampton Marine Patrol – 631-329-3078 Coast Guard Atlantic Area Cmd – 757-398-6390

<u>NOAA Weather Radio</u> – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

<u>Getting and Giving Help</u> – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



# NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: <a href="https://www.NauticalCharts.NOAA.gov">www.NauticalCharts.NOAA.gov</a>.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at <a href="https://www.oceanGrafix.com">www.oceanGrafix.com</a>.

# Official Electronic Navigational Charts (NOAA ENCs®) –

ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

# Official Raster Navigational Charts (NOAA RNCs<sup>™</sup>) –

RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at <a href="https://www.NauticalCharts.NOAA.gov">www.NauticalCharts.NOAA.gov</a>.

Official BookletCharts<sup>™</sup> – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is <a href="https://www.NauticalCharts.gov/bookletcharts">www.NauticalCharts.gov/bookletcharts</a>.

Official PocketCharts<sup>TM</sup> – PocketCharts<sup>TM</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at <a href="https://www.NauticalCharts.NOAA.gov">www.NauticalCharts.NOAA.gov</a>.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <a href="http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm">http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm</a>.

Internet Sites: <a href="https://www.Noa.gov">www.Noa.gov</a>, <a href="